NEGATIVE DECLARATION

Department of Toxic Substances Control
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Subject: ☒ DRAFT ☐ FINAL ☐ MITIGATED

Project Title: Gibson Environmental (Bakersfield) Site Soil Pile Removal

State Clearinghouse No.:

Project Location:

Gibson Environmental Site consisting of approximately 6.2 acres of property located at 2401 Gibson Street in Bakersfield, Kern County, California.

Project Description:

The project described herein involves the removal, transport, and disposal of approximately 80,000 cubic yards of soil, as well as concrete and subsurface piping, from the Gibson Environmental site, a former hazardous waste disposal site ("the Site"). The Department of Toxic Substances Control ("DTSC") has prepared an Initial Study that evaluates the potential environmental impacts of the project. Based on that Initial Study, DTSC makes the following determinations.

1. Site Description

The Site is located in an unincorporated area of Kern County designated for industrial use in the County's master plan and is zoned industrial. The Site is located near vacant lots and light to medium industrial and commercial activities. Those activities include a concrete mix operation, a restaurant, several oil production wells, a used oil field equipment storage yard, a gasoline station, and an equipment rental facility; all are located within ¼-mile of the Site. The main streets surrounding the Site are Rosedale Highway to the north, Gibson Street to the east, Burr Street to the south, and Case Street to the west.

From 1987 to 1995, the Site was permitted as a hazardous waste disposal site operated by Gibson Environmental Inc. ("Gibson") that accepted both liquids and soils for disposal. The Site was abandoned by its operator in 1999, after which DTSC issued Imminent and/or Substantial Endangerment Determination and Order and Remedial Action Order, Docket No. I&SE 99/00-002 (the "Order") to a number of identified potentially responsible parties ("PRPs"). Several of those PRPs and others ("the PRP Group") have been implementing the Order since that time.

The Site is currently abandoned and relatively flat except for the presence of aboveground soil stockpiles (North, South, East, West, and Oversize) on the southern portion of the Site. Survey results indicate that the piles to be removed contain a total of approximately 80,000 cubic yards of soil. There is a concrete pad in the center of the soil pile area. The rest of the southern portion of the Site is unpaved. Two oil pump jacks are present in the southern portion of the Site among the soil piles. The oil pump jacks are associated with former oil production activities that occurred at the Site before the Site was permitted by DTSC in 1987 as a hazardous waste disposal site. The oil pump jacks are owned by a former oil operator at the Site and will not be removed as part of this project. The northern part of the Site formerly contained a tank farm. The tanks, liquids, and sludge were removed in 2000 and 2001. Currently, no tanks used for Gibson's operations remain on the property, but sections of the containment walls and concrete platforms associated with the tank farm remain. The northern portion of the Site is paved with concrete; subsurface piping associated with the former tank farm remains in place. Access to the Site is restricted, as the Site perimeter is fenced and locked.

This project involves the removal and disposal of the approximately 80,000 cubic yards of soil currently contained in above-ground soil piles located on the southern portion of the Site, as well as removal of the concrete pad, and concrete structures in the northern portion of the Site, and all subsurface piping associated with the former tank farm, steel reinforcement bars, and other materials within the concrete. All work at the Site will be conducted and overseen by a licensed contractor selected by the PRP Group, with approval from DTSC.

2. Soil Pile Removal

The PRP Group's consultant, IT Corporation, analyzed the aboveground soil piles for waste characterization purposes and determined that lead (Pb) concentrations exceed non-RCRA California hazardous waste thresholds in the West, East, and North piles, consisting of approximately 77,400 cubic yards of soil. The South Pile and Oversize Pile, consisting of approximately 1,600 cubic yards of soil, do not contain concentrations of chemicals exceeding federal or state standards for hazardous waste.

The PRP Group's contractor will remove all five soil piles, containing approximately 80,000 cubic yards, using conventional earthmoving equipment. Because the South Pile and Oversize Pile are not characterized as hazardous waste under either California or federal standards, they will be transported and disposed of as non-hazardous. Soil from the West, East and North piles will be loaded into dump trucks and transported to a licensed disposal facility for disposal as non-RCRA California hazardous waste. While the contract for loading, transportation and disposal has not been finalized, it is anticipated that the East, West and North piles will be transported to Waste Management/Kettleman Hills. The South and Oversize piles will be transported to Waste Management /McKittrick. The PRP Group's contractor will be responsible for handling, loading, and transporting the soil. All Site work will be conducted in accordance with industry standards; local, state and federal environmental regulations; and the Order. It is anticipated that hours of operation will be from 7:30 a.m. to 5:30 p.m., 5 days per week and that approximately 90 trucks can be loaded and transported for disposal each work day. If those assumptions are correct, the soil pile removal can be accomplished in approximately 60 working days. A total of approximately 5100 truck loads will be required to remove the soil piles from the Site. Of that total, it is estimated that 149 truck loads will go to McKittrick and the remainder will go to Kettleman Hills.

Soil pile removal activities will begin with the contractor mobilizing equipment, establishing on-site operations, and shaping the existing soil piles to ensure safe and efficient loading. A truck-loading and decontamination station will be constructed, and erosion control measures will be implemented. On-site equipment is expected to include weight scales to insure proper loading of trucks, rubber-tired front-end loaders, a water truck, and either a bulldozer or tracked excavator as appropriate to the operations.

3. Removal of Concrete Structures and Subsurface Piping

The concrete pads, platforms, containment walls, sumps, and piping located in the former tank farm will be demolished and removed for disposal. These activities will also include loading, transportation, demolition, and disposal of demolition waste/debris.

Demolition activities will include the removal of all concrete and associated improvements in the former tank farm, which includes sumps, drains, platforms, containment walls, subsurface piping, exposed pipe, steel reinforcement bars, and other features of the concrete pads.

Demolition of the concrete pad in the former tank farm area will be conducted in accordance with the air emission control measures described below. Concrete debris, steel reinforcement bars, subsurface piping, and other demolition wastes/debris will be separated, segregated, and stockpiled. Demolition stockpiles will be characterized and off-hauled to an appropriate disposal or concrete recycling facility based on the results of the post-demolition characterization. If materials are recyclable, it is anticipated that these materials will be transported to the Golden State Metals recycling facility located at 2000 East Brundage Lane in Bakersfield. It is anticipated that no more than 111 truckloads of material would be transported to Golden State Metals.

Following completion of demolition activities, the areas where sumps were removed will be backfilled to grade using clean fill.

4. Transport of Materials for Disposal

It is anticipated that all soil from the East, West and North Piles (approximately 77, 400 cubic yards) will be transported to Kettleman Hills. To reach Kettleman Hills, trucks will leave the Site via Commercial Street, turn left on Gibson Street, turn right on Rosedale Highway, and turn left on Buck Owens Boulevard to State Highway 99 northbound. From Highway 99, trucks would exit westbound on State Highway 46, then exit right (northbound) on Interstate 5 to the Kettleman Hills facility.

Returning, trucks would return via Interstate 5 to Rosedale Highway, turn east on Rosedale, turn right (southbound) on Gibson, right (westbound) on Burr, right (northbound) into the site. A lease is presently in place for access to the Site from Burr Street. The transportation route anticipated for the project is shown in Attachment B, Figures 3 and 4, to the

Initial Study. A small number of truckloads of material are also anticipated for disposal at McKittrick (149 truckloads) and Golden State Metals recycling (111 truckloads).

5. Project Control Measures

The project includes control measures that will reduce potentially environmental impacts in the following areas to less than significant levels:

a. **Potential air impacts** are (1) lead-containing dust may drift off-site during excavation and loading activities, (2) lead-containing dust may drift from the trucks in transit and (3) exhaust will be generated from trucks used for the project.

Air quality controls will include the implementation of the following measures, pursuant to the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Regulation VIII and Guidelines for Assessing and Mitigating Air Quality Impacts (2002):

- Areas not being actively utilized for construction purposes will be effectively stabilized from dust emissions using water, chemical stabilizer or other suitable cover or vegetation, as required;
- Unpaved roads will be effectively stabilized from dust emissions using water or chemical stabilizer/suppressant, as required;
- Excavation, grading and concrete demolition will be effectively controlled from fugitive dust emissions utilizing water, as required;
- All trucks will be covered and at least six inches of freeboard space from the top of the container will be maintained;
- Equipment decontamination procedures will be implemented for equipment leaving the Site;
- Traffic speeds will be limited on unpaved roads to 15 miles per hour (mph);
- Erosion control measures to prevent silt runoff to adjacent roads or properties will be implemented;
- An air monitoring plan will be implemented on Site to assure compliance with SJVUAPCD Regulation VIII. Based on that monitoring, excavation and grading activity may be suspended when wind speeds exceed 20 mph.
- Table 8021-1 Control Measures for Construction, Excavation, Extraction, and Other Earthmoving Activities:
  - Pre-Activity:
    - A1 Pre-water site sufficient to limit Visible Dust Emissions (VDE) to 20% opacity and
    - A2 Phase work to reduce the amount of disturbed surface area at any one time.
  - During Active Operations:
    - B1 Apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity; or
    - B2 Construct and maintain wind barriers sufficient to limit VDE to 20 % opacity. If utilizing wind barriers, control measure B1 shall also be implemented.
    - B3 Apply water or chemical/organic stabilizers/suppressants to unpaved haul/access roads and unpaved vehicle/equipment traffic areas sufficient to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface.
  - Temporary Stabilization During Periods of Inactivity:
    - C1 Restrict vehicular access to the area; and
    - C2 Apply water or chemical or organic stabilizers/suppressants, sufficient to comply with the conditions of a stabilized surface. If an area having 0.5 acres or more of disturbed surface area remains unused for seven or more days, the area must comply with the conditions for a stabilized surface area as defined in section 3.58 of Rule 8011.

The above measures will be incorporated into a Dust Control Plan and an Air Monitoring Plan to be submitted to the SJVUAPCD.

A quantitative analysis of NOx, PM10, and reactive organic gases (ROG) was conducted using a model provided by the SJVUAPCD. This analysis considered the emissions that would be produced during on-site activities and transportation of soil and demolition wastes/debris to the disposal and recycling facilities. The contractor selected for the project will be using aqueous diesel fuel; therefore, an emission reduction factor was incorporated in the analysis. Total project NOx, PM10 and ROG emissions were estimated to be below the District's thresholds of significance. SJVUAPCD does not consider the project to have a significant impact on air quality and no additional mitigation measures beyond best management practices (BMPs) for construction sites are required as stated in their [DATE] letter.

A quantitative analysis of the potential health risk to nearby off-site receptors from diesel particulate emissions and chemicals adhered to soil particulates during on-site activities was also conducted. The analysis assessed the potential health risk to commercial and residential receptors located approximately 200 and 300 meters from the Site, respectively. SJVUAPCD defines the significance levels of toxic impacts as a cancer risk greater than 10 in a million and/or a hazard index (HI) of 1.0 or greater for chronic noncarcinogenic or acute health effects. The estimated excess lifetime cancer risks from diesel particulate emissions and chemicals adhered to particulates are below 10 in a million, respectively. The estimated noncancer HIs are below the threshold of 1.0. Based on these results, potential impacts from diesel emission particulates and chemicals in stockpile soil are not considered significant by the SJVUAPCD as stated in their [DATE] letter.

b. **Potential stormwater impacts** are (1) potential for lead-containing runoff from the site during the excavation and loading activities, and (2) potential for lead-containing runoff from lead-containing dust deposited on roads during transit.

Stormwater controls will include (in addition to the equipment decontamination measures described above) submittal of a Notice of Intent to Comply With the Storm Water General Permit (General Permit) to the California Regional Water Quality Control Board and preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will describe Best Management Practices to be implemented to prevent impairment of potential receiving waters by storm waters containing sediment, silt or other pollutants.

Public access to the Site during IRM activities will be restricted by maintaining the existing chain-link fence around the Site in all areas not required for truck access. Locked gates will control truck access routes onto the Site when removal activity is not occurring. A project manager will be present on the Site during all hours of operation for the project.

c. **Potential road impacts** are damage to the roads from usage by the trucks, as described above.

Road impact controls will include:

- The Kern County Department of Roads will document by video the condition of all County roads impacted by the project prior to its commencement;
- Following completion of the project, the PRP Group shall arrange for restoration of impacted County roads pursuant to agreement with the County.

d. **Potentially Affected Biological Resources**

The PRP Group has conducted a biological survey at the Site that adequately demonstrates that no endangered, threatened or sensitive species or sensitive habitats for those species will be impacted by the project.

e. **Potentially Affected Cultural Resources**

The PRP Group has obtained a report from the California Historical Resources Inventory System ("CHRIS") and no prehistoric or historic archeological sites or Native American cultural resources have been recorded within the project area or within ¼ mile of project area locations.

Based on the analysis in the Initial Study prepared by DTSC pursuant to the California Environmental Quality Act (CEQA, Section 21000 et seq., California Public Resources Code) and implementing Guidelines (Section 15000 et seq., Title 14, California Code of Regulations), DTSC has determined that the proposed project will not have a significant effect upon the environment.

Branch Chief Signature		Date
Branch Chief Name	Branch Chief Title	Phone #